

And now, to be able to realize that heroes like Pete D'Alesandro, who was a Congressional Medal of Honor winner from my district, will be one of the first veterans who finds that place as his final resting place, it was just another great opportunity to be with great Americans and to thank God for my life and veterans for my way of life.

EUROPE AND JAPAN MANIPULATE AMERICAN MONETARY POLICY

(Mr. TRAFICANT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TRAFICANT. Mr. Speaker, powerful banks of Europe now control 26 percent of our Federal Reserve system.

Think about it. The banks of Europe control one out of every four shares of our monetary system.

Unbelievable.

If that is not enough to repossess our Lamborghinis, the same statistics reflect the following:

Japan is now the single largest holder of American debt.

Beam me up, Mr. Speaker. When Europe and Japan can manipulate American monetary policy, something is wrong, very wrong.

I yield back all of the freebies that Uncle Sam has given to Europe and Japan since World War II.

A NEW DAY IN CONGRESS

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. Mr. Speaker and new Members, take note:

Soon Members will consider an appropriation of somebody else's money, the residents of the District. I appreciate the expeditious way the District appropriation is being moved this year.

The Speaker, the gentleman from Illinois (Mr. HASTERT), the gentleman from Florida (Mr. YOUNG), and the gentleman from Oklahoma (Mr. ISTOOK), with whom Mayor Tony Williams and I met early on, understand that D.C. should be first, not last.

We also appreciate the communication that characterizes the process led by the gentleman from Oklahoma (Mr. ISTOOK) working with the ranking member, the gentleman from Virginia (Mr. MORAN).

Mr. Speaker, all can see that this is a new day in the District. Let us make it a new day in the Congress as well.

District residents have ordered up a new mayor and a revitalized city counsel. They have done their home rule homework. Mayor Williams and District officials deserve a new attitude from the Congress. That attitude begins with basic respect for D.C. law without appendages, a "you-demand" consent of the governed for my colleagues' constituents. Mine deserve the same.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to the provisions of clause 8, rule XX, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Such rollcall votes, if postponed, will be taken after debate has concluded on all motions to suspend the rules, but not before 6 p.m.

CORRECTING AUTHORIZATIONS FOR NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAMS

Mr. BLILEY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2035) to correct errors in the authorizations of certain programs administered by the National Highway Traffic Administration.

The Clerk read as follows:

H.R. 2035

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

(a) MOTOR VEHICLE SAFETY.—Section 30104 of title 49, United States Code, is amended by striking "\$81,200,000" and inserting "\$98,313,500".

(b) MOTOR VEHICLE INFORMATION.—Section 32102 of title 49, United States Code, is amended by striking "\$6,200,000" and inserting "\$9,562,500".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Virginia (Mr. BLILEY) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Virginia (Mr. BLILEY).

GENERAL LEAVE

Mr. BLILEY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 2035 and to insert extraneous material on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

Mr. BLILEY. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, H.R. 2035, a bill to correct the authorizations of certain programs at the National Highway Traffic Safety Administration is a simple but important measure. When NHTSA was reauthorized last year as part of the TEA-21 highway bill, the administration mistakenly provided the committee with authorization figures that were insufficient to color the agency's needs. As a result, NHTSA found itself without funds to meet its mission to ensure the safety of the traveling public.

The bill simply increases the authorization levels for motor vehicle safety

and information programs to a total of \$107.9 million annually, approximately a \$40 million increase over current law. It is the committee's belief that this increase will put the agency in the position it would have been absent the administration's error. While this is a substantial increase over the enacted authorization levels, it is \$8 million less than the administration's latest request, which included funding for items that were not part of last year's authorization bill.

Without increased funding, the agency will not be able to crash test many of the new car models released in 1999 and 2000, depriving our constituents of important safety information. The agency will also have difficulty finding the necessary funds to work with car manufacturers and suppliers in the development of the next generation of air bags and other safety devices. They might even have to curtail their efforts to alert the public to potential safety defects in automobiles.

This bill strikes the appropriate balance between ensuring that the agency is able to meet the obligations we set forth in the highway bill and making sure that wasteful spending remains in check. As Chairman of the Committee on Commerce, I can assure my colleagues that we will continue our vigorous oversight of this agency to make certain that the agency is meeting its ultimate measure of success, reducing fatalities on the Nation's highways.

All of us know just how important issues of auto safety are to our constituents. This bill does not relieve the Committee on Appropriations of the need to pass transportation spending legislation that remains within the budget caps. However, as the transportation appropriation bill moves to conference, it gives the appropriators added flexibility to fund automobile safety programs that are important to our constituents.

I urge my colleagues to support this bill.

Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, H.R. 2035 raises the annual budget authorization for the National Highway Traffic Administration for fiscal years 1999 through 2001 to provide for an annual maximum authorization of \$98.3 million for motor vehicle safety programs and \$9.6 million for motor vehicle information programs for a total annual authorization of \$107.9 million. An increase in NHTSA's authorization is necessary because last year, when the committee acted on the reauthorization bill, NHTSA failed to provide the committee with the correct funding request for both its safety and information activities.

□ 1415

With the increase in funding provided by H.R. 2035, the National Highway Traffic Administration will be able to undertake important motor vehicle safety and information activities that